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BIRTH.

On the 9th November, at No. 1, Ladder Street
Terrace, the wife of C. E. WARREN, of a daughter;
[2876]

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD, CL
HONGKONG OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 11th November, 1901.

The meeting of the British Association at Glasgow this year had absolutely nothing to offer in the way of discovery. It was a strange blank to offer at the beginning of a new century, after the passage of one so noted for the new light it has thrown on knowledge in general as the nineteenth. The very first day of that century was marked by a discovery of first-class importance, that of the planet Ceres—the very first of that group of minor planets which have so assisted in our knowledge of the solar system, not to speak of the insight thereby afforded into many of the more abstruse points connected with astronomy in general. The British Association seems to have fallen in with one of these barren patches marked on the celestial atlas, where the most powerful means of observation at our disposal fail to elicit a single ray of light. Yet from these apparently unpromising regions astronomy has learned more than one lesson, and it seems likely that in more than one respect the Glasgow Meeting of the Association, barren as it has seemed, may mark the beginning of a new scientific epoch. Such at least was the suggestion of Professor A. W. RUCKER in his opening Presidential Address on the intimate constitution of matter. Scientific men have been accustomed for nearly a hundred years to look upon matter as a congeries of atoms. DALTON'S atomic theory which has done such inestimable good to the science of physics, and more especially to the scientific consideration of heat, chemical affinity, and energy, was, as the President remarked, first given to the world in the year 1807 through a Glasgow professor—THOMSON.

That generalisation almost of necessity led to the establishment of the undulatory theory of light, the recognition of heat as a mere mode of motion, and the existence of an ether as a necessary corollary. So far the atomic theory sufficiently fulfilled all that was required of it; but towards the end of the century new radiations commenced to be discovered,—Becquerel rays, Röntgen rays, Hertzian rays and a number of others. According to the accepted theories at the beginning of the century matter was continuous, and there was a marked difference in the behaviour of it in its three usual phases, solid, liquid or gaseous; but lately these distinctions have been breaking down. An atom as taught by DALTON was a tangible mass, you could measure it or weigh it; of late in the attempt to penetrate to the fundamental basis of matter, the most advanced of investigators have been compelled to acknowledge that they have, as Professor RUCKER put it, to deal "with something, whether we consider it under the guise of separate particles or of dif-ferential portions of the medium, which has properties different from those of matter in bulk." Either, therefore, we must "adhere to the standpoint adopted by most scientific men, viz., that the question of the existence of ultra-physical entities, such as atoms and the ether, is to be settled by the evidence, and must not be ruled out on a priori grounds; or, on the other hand, it is impossible to deny that, if the mere entry on the search for the concealed causes of physical phenomena is not a trespass on ground we have no right to explore, it is at all events the beginning of a dangerous journey." These conclusions naturally lead up to the phenomena of life in its relation to matter, a subject every day becoming more pressing as scientific energy wastes itself on prying into the innermost secrets of nature; and Professor RUCKER asks: Is there no way of extricating the mind from this apparently hopeless entanglement? The whole truth may possibly never be known, but that should not prevent our proceeding cautiously. Known and understood, but imperfectly at first, the various theories in so far as they were correct were valuable guides; and it does not follow that because those theories fail to explain many things now within the sphere of observation they are, or have been, useless. They may contain a particle of truth, or they may contain nearly the whole truth, but because they do not contain the whole it is not for us to discard them, and pitch them ignominiously out of court. Professor RUCKER wound up his remarkable address in the following words, which may well afford a starting point for the new philosophy:—"It may be granted that we have not yet framed a consistent image either of the nature of the atoms or of the ether in which they exist; but I have tried to show that, in spite of the tentative nature of some of our theories, in spite of many outstanding difficulties, the atomic theory unifies so many facts, simplifies so much that is complicated, that we have the right to insist—at all events till an equally intelligible rival hypothesis is produced—that the main structure of our theory is true; that atoms are not merely helps to puzzled mathematicians, but physical realities."

Neither Major MACMAHON'S address on opening the Mathematical Section nor that of Professor COSGROVE EWART to that of Zoology expresses any new facts or disclosed any new modes of thought. They are useful as a summary of what has been done, but none will revert to them in future years as marking a departure. Professor PERCY FRANKLAND in his address to the Chemical Section gives us many useful facts as to the practical progress of education in the science in Great Britain and elsewhere. It is especially interesting as not parading the pessimistic views to which we have recently been treated in rather full measure; mistakes have been made, and the chemical education of our colleges has not always, nor often been of a useful and practical nature. It has in fact been too academic, and we have certainly suffered. Throughout the whole period there has been a fair supply of men who kept the science well up to the water level, and it has been a wholesome sign, that to a much greater extent than elsewhere the most useful work has been done by amateurs, rather than by professional chemists. What the time more especially needs is the encouragement of original research, as yet but to a small extent utilised. Of course the encouragement of original research needs a sufficient supply of students, ambitious enough to devote themselves to it, and the two things are correlative. Endowments will never make an original explorer; the bent of mind that determines it is altogether independent of mere monetary considerations; and there is always the danger of the most elaborate system reverting to the mere routine of the academy. Geography and Anthropology occupied at the meeting such a merely academic position; the addresses were such as might have been uttered in the lecture-room of an old-fashioned university fifty years ago; they marked no new developments in

scientific teaching, nor new comprehensive teachings. A few facts there were, as facts there must be in all human teaching which has not quite reverted to the type of the dark ages, or been extinguished by Mohammedan or Chinese stagnation, but both lacked the stimulus of the progressive sciences.

In Mechanics, however, Colonel CHAMPTON, the President of the Section, succeeded in breaking new ground in a well worked out sketch of the progress of the world generally in the mechanical arts, and of the part taken by Great Britain in the race. That much unnecessary time has been squandered is only too apparent, but the game is by no means lost, and gradually and in nearly all directions, new blood and energy have been thrown into it. Following the lead of the President, the individual papers read in the Section were of more than usual interest, and a general tendency to grasp the finer details on which, amid the keen competition of the world at large, more depends day by day, is clearly exhibited. England cannot expect in the general resurrection of the nations to have the field, practically unquestioned, to herself, but she can still contrive to be the leader; and this position she seems well able and willing to occupy. In the department of Geology a marked departure from precedent was exhibited in the opening address of the President, Mr. HORNE. As a rule the President traditionally gives an account of the general position of the science represented in the Section compared with its previous condition. No such intention marked Mr. HORNE'S summation. Instead he gave an elaborate monograph on recent researches in the geology of Scotland, giving an enormous amount of detail both geological and palaeontological. The paper will long remain as a classic on the subject, but the scientific results to be drawn in connection with the science at large are left for the careful student to discover for himself. As geology is a science which has in the past suffered severely from attempts to generalise on insufficient data, the new departure may be hailed. As a fact the geology of the world is apt to be overwhelmed in the geology of the locality, but the accumulation of careful and really scientific monographs will lead to a new comparative study of the indications afforded elsewhere, and doubtless in time will result in revision of the, at present, very unsatisfactory condition of the science.

The German gunboat *Itia* arrived on Saturday from Canton.

The French mail of the 7th ult. was delivered in London on the 7th inst.

Members of the Church Choirs are reminded of the full Festival practice this afternoon at 5.30 sharp in the Cathedral. The Band of the R. W.F. will attend.

Notice is published in the *Gazette* that the Hongkong Rope Manufacturing Co., Limited, intend to apply to the Legislative Council for a Bill authorising them to construct a tramway within the Colony.

The sale of Crown land near Plantation Road Station, which was advertised to take place to-day, has been postponed until tomorrow at 3 p.m., on account of the holiday.

To-day being the anniversary of the birthday of His Majesty the King of Italy, Herr Nicholas Post, Acting Consul-General for Italy, will hold a reception between noon and 1 p.m. at the Italian Consulate, Queen's Road Central.

In the *Gazette* appears the following revised scale of fees for interpreting in the Courts:—Magistrate's Court.—For interpreting in an Eastern language for more than half an hour a day, \$3; for half an hour or less, \$2; for interpreting in a non-Eastern language, \$5 and \$3 respectively. Supreme Court.—For interpreting in an Eastern language per day or part of a day, \$5; in a non-Eastern language, \$10.

The following is the constitution of the Weng-wei-chong Recreation Ground Committee as approved by His Excellency the Governor:—Chairman, Hon. W. Chatham (A. Acting); Naval representative, Commander H. Orpen, R.N.; Military representative, Captain H. Rotherham, E.W.F.; Polo Club representative, Lt.-Colonel F. Ke, D.A.A.G.; Football Club representative, F. Brown; Golf Club representative, Hon. J. Thurburn; Cricket Club representative, E. A. Ram; Victoria Recreation Club representative, W. Armstrong; Hockey Club representative, H. Puckney; Jockey Club representative, T. F. Hough.

The *Gazette* contains a report by Dr. J. C. Thomson on the result of his examination of mosquitoes during the year ended 30th September, 1901. In all, 32,266 insects were examined. The result of Dr. Thomson's observations is, he says, a remarkable testimony to the truth of the mosquito-malaria theory. He urges efforts already being made by Government, and by owners of private property as well, to eradicate these pests by redoubled during the coming winter months, and recommends kerosene as being at once the cheapest, safest, and most efficient larvicide. Dr. Thomson further urges upon householders in malarious parts of the city the desirability of making an effort to destroy as many as possible of the hibernating adult insects during the winter months, by occasionally fumigating with sulphur all servants' quarters, basements, boxrooms, stables, &c., where in ordinary circumstances the insects might remain undisturbed in dark corners for long periods.

A coolie was killed at the Quarry Bay reclamation works on Saturday by a large stone falling on him.

King Victor Emmanuel last month conferred upon Field-Marshal Count von Waldersee the Grand Cordon of the Military Order of Savoy in recognition of his work in China.

The anniversary of the birthday of His Majesty the King was celebrated on Saturday, when the warships and other vessels in Harbour flew bunting, the former also firing a salute at noon. To-day will be observed as a public holiday.

Mr. J. Walton, M.P., who has been making a visit to Persia, had an audience of the Shah, and has been received by the Ministers and other notabilities. He left on the 4th ult. for Baghdad, travelling by way of Isfahan, the Bahadiri district, the Karun River, and Basra.

Prince Chun, before he left Berlin, presented to some scholars, as well as to some cadets, gilt medals of remembrance for having played lawn-tennis, cricket, and other games with him in the garden of the Foreign Office. These medals bear a Chinese inscription relative to the stay of the Prince in Germany.

Professor KASO HATAYAMA, of Tokyo, is visiting New York. He has gone to the United States to deliver a course of lectures on Japanese law at the Yale University. The Professor is accompanied by his wife. Miss Hatayama intends to investigate the costumes of American women in the interests of Japanese dress reform. She is an enthusiastic member of the Japanese Dress Reform League.

Messrs. Erich Georg & Co. in their weekly share list, dated Hongkong, 9th November, say:—The business during the week under review has been influenced to some extent by the Shanghai Race Meeting, and transactions have been on a moderate scale only, values showing hardly any change of importance. The closing rates of exchange on Shanghai are Ta. 73 for a T/T and Ta. 73½ for a three days, sight private bill.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 477 vessels of 1,444,120 tons gross under construction in the United Kingdom at the close of the quarter ended 30th September last. Compared with the previous quarter's return, the figures show an increase in the tonnage under construction of 105,000 tons. They are the highest on record. Of the vessels building, 332 steamers, with a tonnage of 1,118,270, and 22 sailing ships of 13,514 tons, are for the United Kingdom.

That the Admiralty are fully alive to the advantages to be gained by using non-inflammable wood for warships may be gathered (says a home paper) from the fact that orders have been given to fit, as an experiment, one of the cabins of the battleship *Nile* with this material, and for this purpose not only will all the cabin fittings be constructed of non-inflammable wood, but the cabin furniture as well. It has been alleged that the chemicals that are used with the process have a deleterious effect upon the clothing and effects which are kept in cupboards or drawers constructed of the material, but possibly this may be remedied by some improvements in its manufacture.

It is stated that orders have been given for the construction of two additional merchant cruisers for the Russian Volunteer Fleet, and that those vessels will be built in England. In addition to a fleet of twelve auxiliary cruisers, which belong to the Black Sea Steam Navigation Company, the Russians possess in their Volunteer Fleet Association a squadron of 19 auxiliary cruisers. The whole of the vessels of the Volunteer Fleet and of the Black Sea Steam Navigation Company have been constructed in England, either on the Clyde or on the Tyne. The two vessels about to be built will it is understood, be of slightly larger dimensions and speed than the *Moskva* or *Poltva*.

The Hon. W. Chatham, who has been acting as Director of Public Works since the departure for home about a year ago of Mr. R. D. Ormsby, has been definitely appointed to the office. Mr. Chatham's first position in the Public Works Department, which he joined in 1890, was that of Executive Engineer, and he brought to the discharge of his duties a training as thorough as it was practical. Educated at the Royal High School, Edinburgh, he was also an undergraduate of the University of the Scottish capital, which he left to adopt the engineering profession. Mr. Chatham was attached to Messrs. Thomas Maik and Son, civil engineers, Edinburgh, and filled important offices both in Scotland and England before coming out to Hongkong. We extend our congratulations to him on his appointment.

There will be a pretty eclipse of the sun, visible from favourable positions, and with the inevitable condition of "weather permitting," this afternoon, from 3 o'clock until sunset. It will be only a partial eclipse, but rather large, nearly eight-tenths of the sun's diameter being obscured. The phases at Macao, and with slight modifications at Hongkong, will be as follows:—Beginning of eclipse, first contact, 3.02; middle of eclipse, greatest phase, 4.23; sun sets partially eclipsed, 5.15 (mean time). At Mahila, or at least a trifle to the north of the city, the annular phase will be visible. The Canton almanac, some of them at least, notice the eclipse, and give the magnitude closely enough, but they are out in the time of the phases. One of them gives the time as beginning, 3.28; middle 5.09; sunset 5.30. It would be interesting to know from what source their data are taken.

Yesterday was the Hindu festival known in India as *Dussehra*, or "the feast of lamps." Nearly all the principal Indian houses were illuminated with Japanese lanterns or fancy glass lamps.

H.M.S. *Argonaut*, after having undergone extensive repairs, came out of dock yesterday morning. The *Argonaut* had a rather bad time of it during a typhoon on her way down from the north some few weeks ago, and it was at first feared that it would be impossible to repair the ship this side of Malta. That the Dock Company have successfully carried out the work of repair is but another instance of the enterprise and energy of the establishment, and of its importance in relation to the British Fleet in Far Eastern waters.

A Paris correspondent states in a home contemporary that the tent belonging to the Empress of China, which came into the possession of the French troops during the recent Expedition, is being placed in the Army Museum. It will be installed on the ground floor in the vestibule, where it will present a very picturesque appearance. It is complicated in form, and the material of which it is composed is exceedingly rich. The covering is entirely of bright yellow silk, upon which has been worked by hand all sorts of fantastical figures, whilst it is completed with a striped border formed of large diagonal bands in blue, rose, mauve, white, and black. The famous five-clawed Chinese dragon, which, according to the Far Eastern legend, swallows the sun on the occasion of each eclipse, is also embroidered in gold thread seven times upon the covering.

The Russian Government is stated to have decided in favour of the largest dimensions in its future ships of the line, and in pursuance of this policy it is announced that a battleship of 18,000 tons will be laid down this year. This is probably the same as the *Slava*, which some months ago appeared in the list of projected ships, though it was then understood that she was to be of the *Borodino* type. No doubt the fact that England is about to construct three 18,500-ton battleships has influenced the Russian Admiralty in its decision. In the advance to large dimensions England has all through led the way, as the 14,150-ton *Royal Sovereigns* were the first of the modern generation of battleships. It is true, however, that among the minor Powers, Italy, as far back as 1885, laid down the *Re Umberto*, a type which in many respects anticipates the *Royal Sovereigns*, while the *Umberto* herself was evolved from the 15,700-ton *Italia*, designed in 1877, so that the monster battleship is not a novelty. What is new is its universal adoption.

The issue of the Yunnan Railway Loan for 75,000,000 francs in obligations of £500 each for the building of the above railway was fixed for the end of October. These obligations are secured by the guarantee of £3,000,000 granted by the Government of Indo-China to the railway company, which is also guaranteed by the French Government. The loan consists of 178,000 obligations, 3 per cent. of £500, producing an annual interest of £115, and redeemable at par by drawings in 75 years. The issuing price is fixed at £438.50, payable as follows:—£50 when subscribing; £100 on allotment; £150 towards the end of November, and the balance on Jan. 16, 1902. The Banque de l'Indo-Chine, Banque de Paris and de Pays Bas, Comptoir d'Escompte, Crédit Lyonnais, Société Générale, Société de Crédit Industriel et Commercial, and Banque Française pour le Commerce l'Industrie are authorised to receive subscriptions. The date of issue was originally fixed for 10th October, but some hitch arose which caused delay.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE WATER SUPPLY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,— "It is strange with what little wisdom we are governed." One can imagine the ghost of Dr. Ayres smiling cynically over the efforts of the "little tin gods" to take their salaries promptly and increase them whenever they can. It may dawn on them perhaps with surprise that salaries out of public monies also carry responsibilities.

We have a notice from the Water Authority cutting down the water supply from twenty-four hours a day to two below Caine Road level, where the bulk of the population is. The man in the street would suppose that a man in the position and with the pay of a Water Authority would use his time to some better advantage than to suddenly find out that the Colony was in dangerous proximity to a water famine. With our wonderful system of drainage it requires no expert to foresee the probable effects of long lines of sewers turned into the same lengths of cesspools. Cannot they learn that to put a service of water into a Chinese house is to insure reckless wastage. The experience of our people in India is ignored by the wiseacres in dealing with Asiatics, so we have, instead of a careful lookout as to water supply, a sudden order that will turn Hongkong into a city of cesspools. Why in the name of the wonderful is not the supply cut down during the night time all the year round, and more important than all, now that the Chinese are allowed to have taps of all patterns and sizes, that the house service is not under constant supervision?

The lack of water to drink, to cook with, and to wash with is no sentimental grievance, and surely, Sir, it must be the business of the people who draw the salaries for looking after the wants of the people who must have water, and who pay for it, to see that they get it.—Yours etc., HATEPATER.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 10th November, 7.56 p.m.

PRINCE CHUN AT SHANGHAI.

Prince Chun with an escort of Royal Horse Artillery and a guard of honour of Baluchis attended a brilliant birthday reception at the British Consulate on Saturday. The Prince sent a personal telegram to King Edward. His Highness proceeded to Tientsin to-day per a.s. *Argonaut*.

LI HUNG-CHANG'S SUCCESSORS.

The appointments of Wong Weap-sho to the Peace Commission and of Yuan Shi-kai to the post of Viceroy of Szechuan are in the nature of acting appointments only, their present rank being inadequate.

INTERPORT CRICKET.

The Shanghai cricket team left by the s.s. *Coptic* last night.

LONDON, 8th November, 4.15 p.m.

RUSSIA AND MANCHURIA.

DUPLICATED NEWS.

The *Standard* states that a secret despatch has passed through Shanghai from the Chinese Minister at St. Petersburg warning the Empress Dowager that Russia fully intends to retain Manchuria or to impose terms which menace China's independence.

GENERAL NEWS.

LONDON, 8th November, 4.15 p.m.

FRANCE AND TURKEY—SULTAN YIELDS.

A Turkish semi-official note signifies that the Sultan yields to France's demands. M. Delcassé has replied that he will withdraw the Navy on the ratification of terms by the Sultan.

REUTER'S SERVICE.

LONDON, 7th November.

DEATH OF LI HUNG-CHANG.

Li Hung-Chang is dead.

FRANCE AND TURKEY.

The Vienna correspondent of the *Daily Telegraph* says that France has explained to the Powers that she does not aim at any conquest in her dispute with Turkey.

LONDON, 7th November.

NAVAL CHANGES—BERESFORD'S SUCCESSOR.

Rear-Admiral Burgess Watson, C.V.O., succeeds Rear-Admiral Lord Charles Boscawen, C.B., as second in command of the Mediterranean Squadron. Rear-Admiral James Lacom Hammet replacing Rear-Admiral Watson as Superintendent of H.M. Dockyard, Malta.

FRANCE AND TURKEY.

A French circular declares that the permanent occupation of the island of Mitylene by France is not intended.

SOUTH AFRICA—THE ATTACK ON BENSON'S COLUMN.

Lord Kitchener, telegraphing on the 5th inst., reports that the Boer losses in their attack on Colonel Benson's column were 44 killed and 100 wounded. The enemy took nothing but the guns.

LONDON, 8th November.

THE PRINCE OF WALES.

H.R.H. the Duke of Cornwall and York has been created Prince of Wales and Earl of Chester.

FRANCE AND TURKEY.

Great Britain does not intend to interfere in the Mitylene affair, nor does she regard with disfavour the French action in connection with the Turkish difficulty.

LONDON, 8th November.

SIR W. HARCOURT AND THE WAR.

The Right Hon. Sir William Harcourt, in a letter to the *Times*, indicts the Government's policy and conduct of the war in South Africa, and declares that banishment, with the confiscation of Boer property, is unconstitutional and mischievous.

THE INTERPORT CRICKET WEEK.

To-day sees the commencement of the Interport Cricket Week, the first match being Hongkong v. the Straits. The Singapore team put in some hard practice on the ground on Saturday. The Hongkong C.C. have made elaborate arrangements for the reception of their visitors, and the week will undoubtedly be a red-letter one in the social as well as in the sporting life of the Colony. Messrs. Macar and Farmer, of the new Victoria Hotel have shown commendable enterprise in erecting a grand stand in Queen's Road for the convenience of spectators. Tickets for the stand for the whole week may be had from the Robinson Photo Co. at \$2 each, and for one day at 50 cents. A tiffin-room and bar have also been provided. On the pavilion side of field the Club have given another stand for their visitors. Play is to start at 10 a.m. The Hon. Secretary asks us to state that ladies are cordially invited to attend the matches. The Shanghai team are due to-day by the s.s. *Coptic*.

KING'S BIRTHDAY LEVEE AT GOVERNMENT HOUSE.

In celebration of the anniversary of King Edward's birthday, His Excellency the Governor, Sir Henry Arthur Blake, G.C.M.G., held a levee on Saturday afternoon at Government House. The function began at four o'clock and was largely attended. At a quarter to four there was a private entrance for members of the Executive and Legislative Councils, Bishops, Judges, heads of Government Departments, Consuls-General and Consuls of Foreign Powers, and naval and military officers of field or corresponding rank. The general levee was held in the Ball Room and made a striking spectacle. Each person upon entering handed his card to the aides-de-camp in waiting—Captain Warren, R.A., and Captain Sanders H.K.V.C.—and was announced with due ceremony to His Excellency. The Ball Room was decked beautifully with plants, the greenery of which threw the brilliant uniforms of the visitors into bright relief. Official dress was of course predominant. There was also a goodly number of gentlemen present in civilian garb. A guard of honour of 100 men of the Royal Welch Fusiliers, under the command of Captain Richards and First Lieutenant Lloyd, was drawn up on the lawn during the levee, and the R.W.F. band played a selection of music. Appended is a list of the names of those who attended the function:

Major-General Sir W. J. Gascoigne, K.C.M.G., Rear-Admiral Sir James Bruce, His Honour Alfred G. Wise, His Honour J. S. Searles Smith, Hon. J. Stewart-Lockhart, Colonial Secretary, Hon. William Chatham, Hon. John Thurler, Hon. T. H. Whitehead, Hon. Dr. Ho Kai, Commander W. O. Boothby, R.N., Commander R. Nugent, R.N., Lieutenant and Commander C. F. Corbett, R.N., Lt. Colonel-Berrie, R.W.F., Col. A. W. Collier, D.A.A.G., Col. Crookenden, A.P.D., Col. Louis Faulkner Brown, R.E., Lt. Colonel E. Welchman, 2nd Hyd. Cont., Lt. Colonel Hughes, R.A.M.C., Col. J. L. Wheeler, A.O.D., Lt. Col. C. W. Harris, 2nd Bn. Buffs., Major A. B. Hamilton, K.O.S.B., D.A.A.G., Major J. H. Wynne, R.W.F., Major George Osborn, R.A., Major Ralph P. Little, R.E., Major J. H. Whitby, R.A.M.C., Major P. H. M. Dorehill, R.A., Major T. W. G. Bryan, R.G.A., Major S. F. Clark, S.A.M.C., Major W. Baker Brown, R.E., Major Beresford Ash, R.W.F., Major E. T. Pattinson, A.S.C., Major H. S. King, R.E., Major T. W. G. Bryan, R.G.A., Right Rev. L. M. Fazzoli, Bishop of Cuzco, Sir Thomas Jackson, Sir James Mackay, Dr. E. O. Stedman, Dr. Francis Clark, Medical Officer of Health, F. A. Hazeland, F. J. Bateley, Acting Police Capt. Supt., J. J. Bystrom, Heemskerk, Consul des Pays-Bas, Consul of the Netherlands, A. Pierre Marty, Consul for Spain, F. J. Haver Droux, Consul General for the Netherlands, M. Noma, Consul for Japan, M. Ostroff, Consul Imperial de Russie, Nicholas Post, Acting Consul for Austria-Hungary, Acting Consul-General for Italy, Gabriel Beau, Ufficiale del Consolato di Francia, Agostino Guilherme Romano, Consul-General for Portugal, and Consul for Brazil, Robert Shewan, Consul for Chile, William A. Ryble, Consul-General of the U.S.A., Gustav Harling, Acting Consul for Sweden and Norway, Dr. O. Gumprecht, Kaiserlich Deutscher Consul.

Dr. J. M. Atkinson, Subadar Muhi Ali, George C. Anderson, William Armstrong, H.K.V.C., H. Armstrong, Jas. E. And, George Anderson, George H. Ardron, H.K.S.B.C.

Captain C. J. Baker, R.N., Captain Edward H. Bayly, R.N., Captain Eason, A.P.D., Captain A. W. Bowley, R.A.M.C., Inspector Baker, A. Babington, Stanley, Back, N.O.D., Ralph K. Bagnall-Wild, R.E., J. Dyer Ball, C.S., Edgar G. Barrett, John Barton, J. H. Batchelor, R.N., F. H. Batchelor, R.N., E. W. W. Bayly, R.N., Padre Antonio Barnard, Sir James Black, Herbert, William Black, G. R. Black, 4th Bn. Buffs., M. Birkett, R.N., Guy Blood, John Walker, Edward, George Blood, F. B. L. Bowley, Fred W. Bromley, R.N., J. Brown, William H. R. Bruce, George Brusse, Joseph J. Bryan, B. Byramjee, Subadar Muhammad Bux, H.K.S.B.A., Rev. W. Banister, Rev. G. A. Bunbury, Lieut. Brown, R.E.

Lieut. Clifton, R.N., 2nd Lieut. Canfield, R.E., Capt. H. O. S. Cadogan, R.W.F., Capt. George H. Chappell, R.N., Capt. James M. Forbes, H.K.V.C., Andrew Forbes, Chas. Ford, H. G. Fisher.

W. B. Garnett, R.W.F., Arthur K. Gregory, R.N., Rev. E. F. Gottschalk, J. Kennedy Gilson, Surgeon E. R. Grazebrook, R.N., J. Goemann, W. J. Sinclair Green, R.N., H. H. Gompertz.

Lieut. A. G. Hamilton, R.N., Graham Hewlett, R.N., Secretary to the Rear Admiral, E. H. Hinds, T. F. Hough, Staff Surg. E. Hardie, R.N., Rev. E. J. Hurdy, Chaplain to the Forces, Henry Humphreys, John William Hanks, Chief Detective Inspector of Police, Edbert A. Hewitt, Bertram E. Hanson, Y. A. Cesar Hawkins, S. Hopkins, R.N., Capt. Frank S. Henderson, R.N., Arnold H. Hollingsworth, W. S. Hargreaves, W. F. Harley, Corrie Hudson, 2nd Bn. Buffs., E. F. Holland, 2nd Bn. Buffs., E. Jones Hughes.

Rev. F. T. Johnson, Charles J. James, R.N., E. F. Johnston, S. Jones, R.W.F., John A. Jupp.

William Kidd, M.C.E., J. H. Kamp, Lieutenant W. A. Kitch, R. E. Insp. Geo. Kemp, H. K. Police, Teague K. Kai.

Dr. Robert Lamont, Capt. P. Langlands, A.O.D., Lieut. F. Martin Leake, R.N., Lieut. Leckhart, R.N., Layton, R. K. Leigh, E. Cornwell Lewis, E. J. Liband.

W. D. T. Moorish, R.N., D. Miguel de Vello (Marque), C. Melbourne, John Mossop, H.K.V.C., Mr. Eric P. Monaghan, R.N., Alfred J. May, J. S. Mearns, R.N., J. B. Mearns, R.N., R. B. Moorhead, C. D. Macdonald, H.K.V.C., Lieut. B. Hardland Mahon, R.N., Richard Marlow, Lieut. C. Macdonald, R.N., G. H.

Medhurst, Fleet Engineer William J. Mabb, R.N., A. Macdonald, Deputy Surg. of Police, F. Maitland, D. Macdonald, Paymaster, Edward Hugh Neat, R.N., Inspector D. McLennan, P. McNea and D. McDonald, H.K. Police.

J. W. Norton-Kyshe, M.R.C. Nansen, R.A., Fr. Francisco B. Noy, Dominic, William Nicholson, Lieut. Stanley B. Norfolk, R.N., Dr. Joseph W. Noble, Mowbray S. Northcote, Gordon Ogilvie, R.A., C. S. Owen, R.W.F., Captain O. Ordish, H.K.V.C.

Captain E. G. W. Post, 5th Inf. Hyderabad Contingent, T. von der Pfordten, C. B. Pringle, R.N., John C. Peter, Wilfrid W. Pearce, Geo. W. F. Playfair, Henry Pollock, H. W. Paul, R.N., W. L. Pattenden, W. A. Quennell, A.O.D.

Captain P. J. J. Radcliffe, R.E., Captain Charles Stewart Richards, A.O.D., Captain C. C. Renton, 5th Infantry Hyderabad Contingent, J. Harold Rodier, Thos. H. Reid, G. W. Ross, 2nd Queen's Own, R. L. L. Insp. Robertson, H. K. Police, Lt. G. Royds, R.N., Robert L. Richardson, Thomas Skinner, H.K.V.C., A. J. Raymond, Insp. P. Riley, Water Police, Chevalier Eugenio Francisco Xavier dos Santos Remedios.

Captain Morris H. Smyth, R.N., Captain Maurice Spencer, R.A., Capt. K. L. Stevenson, R.G.A., Capt. F. A. Smith, 2nd (Q. O.) R.L.I., Capt. A. Le F. Smith, 2nd (Q. O.) R.L.I., Captain W. G. Simpson, R.M.L.I., Captain James Sturtin, R.N., Hans Schubart, A. Beauchamp St. John, R.N., S. D. Seton, Staff Surgeon J. L. Smith, R.N., Lieut. A. Gordon Smith, R.N., Lieut. A. J. Stevens, R.E., E. F. Skerthly, E. H. Sharp, W. O. Sanders, R.A., J. G. Schröder, Hugo Suter, N. A. Siebs, Richard Zimmerling, Chiu Tung Shang, Jemadar Dirgej Singh, 5th Infantry H.C., Jemadar Shuratan Singh, 2nd (Q. O.) R.L.I., Subadar Bishan Singh, 5th Infantry H.C., M. Stewart, Subadar Bissar Singh, 2nd (Q. O.) R.L.I.

Capt. the Hon. H. W. Trefusis, A.D.C. to the General, Captain Tulloch, Roy, Artillery, Basil Taylor, Assistant Harbour Master, J. Tuckley, Norman S. P. Trimingham, G. Badham, Theobald R.A., Fr. Evaristo Torres, Geo. T. Veitch.

Capt. and Divisional Adjutant E. G. Waymouth, R.A., Capt. Warren, Private Secretary to H.E. the Governor, G. H. Bateson, Wright, A.D.C. to H.E. the Governor, Captain Richard W. White, R.N., Flag-Lieut. Wrottesley, W. H. Wickham, G. A. Woodcock, Lieut. Gerald H. Welch, R.N., Captain Warrender, R.N., R. Chatterton Wilcox, G. H. Wakeman, Rev. Thos. Wright, A. B. Waller, R.E., P. M. Wakefield, R.A., H. R. Wells, Dr. Wright, W. T. Wise, A.O.D., E. Dudley C. Wolfe, Paul Wilkowski, Insp. W. G. Warnock, H. K. Police.

Capitollino Joao Xavier, Wei Yuk.

INSTITUTE OF ENGINEERS AND SHIPBUILDERS.

ANNUAL DINNER.

The annual dinner of the Institute of Engineers and Shipbuilders was held in the Institute Rooms in Des Vaux Road on Saturday evening. Mr. J. W. Kinghorn, in the absence through indisposition of Mr. W. Ramsay, vice-president of the Institute, occupied the chair, and from his seat at the head of the long, tastefully arranged table, looked upon a happy company of nearly eighty gentlemen. Mr. Dickson, the new chief manager of the Hongkong & Whampoa Dock Company, Ltd., was present, and sat on the chairman's right.

Dinner over—what a jolly dinner, too, and how heartily everyone ate!—the toast of "The King and Queen" was proposed by the chairman and enthusiastically honoured by the company, which sang the National Anthem.

"The Army, Navy, and Reserve Forces" was the next item on the toast list, and in proposing it Mr. Kinghorn made a short speech. First of all he wished to apologise for his presence that evening—a voice—"It's unnecessary"—but, owing to the indisposition of Mr. Ramsay, he had been called upon at very short notice to fill the chair, and just because of the briefness of that notice he trusted any shortcomings on his part would be viewed leniently. (Another voice—"Of course they will.") Mr. Kinghorn then gave the toast, and in doing so made some complimentary remarks regarding the Hongkong Volunteer Force, which he characterised as being capable of filling any position assigned to it. (Applause.)

The toast having been drunk, Mr. W. Brand sang "Sailing, sailing," and it did very well indeed. Mr. Black then replied for the Army and Navy, and said that if these forces of the Empire sometimes failed in a project, that failure was more often the result of being outnumbered than of want of courage or energy. (A voice—"Ead tops.") Our army, he said, had in the South African War given convincing proof of its courage, and as for the Navy, the world had had an example of what that branch of the Service could do in the splendid firing record made by the Terrible on this station—a record that had placed her not only first in the British Navy, but first in the world. (Applause.) Mr. Black concluded by referring to the great service that had all along been rendered to the British Fleet in the Far East by the Hongkong & Whampoa Dock Company.

Mr. Andrews followed on behalf of the Reserve Forces, and said that although the Volunteer Corps in this Colony had had no opportunity of showing what it was capable of doing—a voice—"What about the battle of Kowloon?"—doubtless, when it came to the pinch, the Corps would not altogether be found wanting. (Hear, hear.)

Another variation in the programme was lent by Mr. H. S. Spurge, who sang "In the pale moonlight." The song finished and the applause having subsided, Mr. Dickson followed with the toast of "The Institute of Shipbuilders and Engineers." He said that since coming to Hongkong he had met with many surprises, and not the least of them had been afforded in the discovery of the existence of the Institute of Engineers and Shipbuilders—such an institute as he did not think Hongkong could support. He was not yet a member of it, but he hoped to become one very soon. (Hear, hear.) Mr. Dickson expressed his thanks for the invitation extended to him to attend the dinner, and concluded by wishing the Institute all success

success he would be happy to foster by every means in his power. (Applause.)

The Institute having been toasted, Mr. H. B. Bridger, at the request of Mr. Kinghorn, distributed the prizes to the winners in the recent billiard handicap. The winners are—
"Ashore" Handicap—1, Mr. J. W. Kinghorn; 2, A. Ritchie. "Afloat and Ashore" Handicap—1, Mr. J. W. Kew; 2, Mr. F. J. Price.

Mr. Kinghorn then replied on behalf of the Institute. That duty, he said, usually devolved upon the hon. secretary, but the hon. secretary was difficult on this occasion, and had very kindly and very considerably left the matter to him. (Laughter.) Dealing with the affairs of the Institute, Mr. Kinghorn said he had great pleasure in stating that they were in a very flourishing condition indeed. Another cause for congratulation lay in the fact that the Institute was now a thoroughly representative body. Hongkong, said the speaker, could not exist without engineers and shipbuilders—a visitor—"Oh!"—and it was equally impossible for engineers and shipbuilders to exist in Hongkong without just such an institute as that under discussion. Combination was wanted, and combination they must have to remain a solid body. Mr. Kinghorn trusted that Mr. Dickson would soon become one of themselves, because the services he was in a position to render the Institute were very great indeed. Mr. Kinghorn finished his remarks by expressing the hope that the attitude of members would justify a speedy augmentation of the volumes and periodicals in the library.

Mr. E. C. Wilks and Sergeant Simons, Royal Engineers, were the next vocal entertainers. The latter, who sang "I fear no foe," was encouraged, and replied with that rollicking old favourite, "A Sailor's Star." The toast of "Kindred Societies," which was submitted by Mr. Wilks in a witty speech, was responded to by Mr. Kirkwood. Armoury-Sergeant Viggers, Army Ordnance Corps, gave an excellent rendering of a comic song entitled "It's fine," and, of course, was warmly applauded, for Mr. Viggers has no mean reputation as a comic singer.

The last toast on the card, "The Visitors," was given by Mr. Andrews, who coupled with it the name of Mr. Dickson, and when Mr. Dickson had made acknowledgement the remainder of the evening was given to singing, interspersed occasionally with impromptu speeches by loquacious members who desired to express their views regarding matters connected with the Institute. The speeches were not always listened to with the close attention that would have been desired by the gentlemen who gave utterance to them, but all this only added to the general merriment of what can only be described as a most enjoyable evening.

HONGKONG BOAT CLUB.

SCRATCH RACE FOR FOUR OARS.

This race was rowed on Saturday in perfect weather. The first heat did not start before 3.30 p.m., the competing crews being Bingy (No. 1 boat, inside course) and Hance (No. 2 boat, outside course). To a very even start, Hance got away with a slight lead, but Bingy, rowing a steady 29 (afterwards slowing down to 26) rapidly overhauled and passed him and took a lead which was admirably backed up by his entire crew, he increased and maintained till the finish, eventually winning by three-and-a-half lengths—the umpire's official verdict. Hance's crew for a scratch lot did extremely well, but were altogether outclassed by Bingy's team.

Heat No. 2 started as soon as possible after the completion of No. 1. The crews were Herbst (No. 1 boat, inside course), and Danby (No. 2 boat, outside course). Herbst got well away at the start, and increasing his lead looked like an easy winner, but Danby's crew rowing a far stronger and more even stroke, rapidly overhauled and passed their opponents, and at half the distance were leading by over a length. This they increased, and won their heat by three lengths from Herbst, whose crew went absolutely to pieces in the latter part of the race.

The final which commenced shortly after 5 p.m. between Bingy (No. 1 boat, inside course) and Danby (No. 2 boat, outside course) should have been an exceedingly good race, but Bingy's crew being far and away superior and showing really first-class form, far surpassed their opponents and eventually won by from three and a half to four lengths.

There is no doubt the best crew won, and Bingy's stroke deserves special comment. We hope to see this promising young crewman win many more races in this Colony. His record in Hongkong is, so far—Rowed in three races (stroke in two), and won all 3. He was ably backed up by his whole crew, who one and all showed themselves polished oarsmen and were loudly cheered on the finish of the final, particularly for their spirited row home after the race. Steven, cox of the winning boat, contributed in no slight measure to his crew's success.

The arrangements for spectators, the Press, &c., were carried out by Mr. Gale, the energetic hon. secretary, and were first-class in every respect. The police, under the personal supervision of Inspector Gault, kept the course very clear and deserve a special word of praise. A very enjoyable afternoon's sport was afforded to the spectators.

Latest Steamer Movements.

The C.P.R. steamer *Tartar* arrived at Foochow on the 8th inst., and left again on the 9th inst., at 7 a.m. for Shanghai, where she was due to arrive yesterday, at 11 p.m.

The A.L. steamer *Marquis Baccham* left Moll for this port on the 9th inst., p.m. The E. & A. steamer *Essex*, from Sydney, &c., left Manila for this port on Friday, the 8th inst.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 9th November.

THE MOON'S ECLIPSE.

The eclipse of the moon in this city was celebrated in Chinese style. About half-past ten on Sunday night the inhabitants all produced pots and pans, cauldrons and kettles, and banged them vigorously and continuously for most of the night. Their efforts were successful and the Heavenly Toad was frightened into desisting from his proposed meal off the moon.

AN EVILLY-DISPOSED ROOF.

The Tartar General has been troubled by an evil influence in his yamen which in one month caused the death of his wife and daughter, as well as of a former Tartar general. A feng shui professor was finally called in. He ascended the roof, looked over the city, and decided the evil influence was the roof of the library of the Tung Ma Koon—the Government school for foreign languages. The roof, which was a peaked one, was at once removed, and is now being replaced by a flat one.

DESTRUCTIVE FIRE.

A bad fire broke out in the 17th ward here on Monday night, resulting in the destruction of over 100 shops. They were mostly shops for the manufacture of fireworks, which are all grouped together in Chinese fashion. The extreme danger is admitted even by the Chinese, and as this same street has now been burnt four times in four years, a law has been passed that after a fire the frontage of the new house is to be set back six feet. This will therefore increase the breadth of the street by twelve feet, and may prove an efficacious precaution. It was at first thought that no lives had been lost, but the next day the body of a woman was discovered among the debris, and it is supposed that she was trying to escape, but being smothered was overtaken by the fire.

PIRACY FRUSTRATED.

On last Nov. as the *Pak Kong* steamer was about to leave for Hongkong, the customs officials discovered eighteen revolvers, all fully loaded, concealed among some baskets of fruit. They were unable to trace the owners of the weapons, but it is presumed that a piratical attack was frustrated.

ROBBERIES AT THE WHARF.

Many complaints have lately been received about a small official named Yeung, who is the head of the Chinese soldiers who keep guard at the Shamen bridges and at the steamer wharf. Two cases have occurred at the wharf of late. On the *Powan* on the night of Thursday, 31st Oct. was a Chinaman named Cheung, who had been collecting debts in Hongkong. He was shortly to be married and was therefore bringing up the money, over \$300 in cash. On the arrival of the boat at the wharf two men came up to him and demanded to see the contents of his box, saying that they were Customs officers. As they were no badge he demurred, whereupon one of the men seized his box while the other knocked him down. On coming to himself he raised an outcry of "Thieves." A third man then appeared, put a box in front of him, and told him not to make a noise, as no one was robbing him. He then disappeared, and Cheung on opening the box found it contained nothing but toys and was worthless. He complained to a watchman at once, but has been unsuccessful in his attempt to recover the money. The other case occurred a few days earlier. A cook in European employ was buying household necessities opposite the wharf, when the *Rancho* came in. His master had gone to Hongkong and he stood looking at the boat to see if he was on board or not. While he was watching and shading his eyes with his hand, his pocket was open and the contents removed. On discovering it he at once went to Yeung's lieutenant, a man named Loi, told him that he was in foreign employ, and demanded restoration. Loi made inquiries of his soldiers, and informed him that the robber was known to them and had gone to Fatsan. He would advise him of his return and on production of his master's card the money should be returned. The thief is still away and there the matter stands at present.

STRIKE OF SHOEMAKERS.

A strike has occurred in the shoe trade here, the craftsmen's guild considering that they have certain grievances. It is not over yet, but the master's guild will probably accede to their demands. In this case they have announced their intention of raising the price of shoes ten cents a pair.

A WIDOW'S MISFORTUNES.

The widow of a man named Kang from the An Lin province is now seeking a hearing from the French Consul. It appears that her husband was engaged in the tea trade, and she carries on the business. Being a childless pair they had adopted a son, who on the husband's death took to bad courses and finally attempted to turn his mother out of the house. The neighbours thereupon interfered and expelled the son, who came to Canton. On the arrival of a cargo of his mother's tea he claimed it as his own, promising to share the spoil with the *foki* in charge of it if the latter would hold his tongue. His mother has now come in person to Canton to look into the matter. The *foki* was arrested and under fear of torture confessed. On the mother attempting to recover the tea, it was claimed by an English subject of Portuguese nationality who had an embargo laid on the ship. A petition was presented to the English Consul, who at once heard the case and decided in the woman's favour. Another claimant to the tea has now appeared in the shape of a Portuguese, of French nationality this time, who has persuaded the French Vice-Consul to

FOOTBALL.

H.K.F.C. v. 25th Co. R.A.
A match between these teams was played on Saturday at Happy Valley, before a fair attendance of spectators. The teams were—
The Club—Goal, H. S. Bown; backs, J. W. C. Bonnar and W. H. Howard; half-backs, E. H. Coding, I. Grant Smith, and A. M. Beattie; forwards, N. Von der Pfordten, A. R. Lowe, D. M. Graham, N. H. Rutherford, and J. Norton-Kyshe.

R.A.—Goal, Corp. Goff; backs, Bomb, F. Kitchin and Gunner Trudgett; half-backs, Gunner Wilkins, Corp. Leach, and Lieut. Macdonald; forwards, Gunner Drury, Gunner Gurney, Gunner Miller, Corp. Morris, and Bomb Hughes.

Referee—Sergt. Hawkins, H.K.S.B. R.A.
From the kick-off the Club forwards pressed the ball over to the right wing, and it was cleverly carried towards the R.A. goal by Lowe, who however was beaten by Trudgett and the leather returned to midfield. Kyshe on the left made the next try for goal, but was downed just when he looked like shooting. Some spirited passages in centre-field ensued, terminating in a break-away by the Club's right wing. Lowe took the ball well up the field and wound up with a short-distance shot which unfortunately for him lacked pith and was easily turned by Goff. Before long the visitors had their first kick in at the home goal. Macdonald and Letten carried the ball smartly down the wing and the former sent in a cross shot which was taken up by Miller, who sent it sailing over the bar. Following upon the goal kick there was some fast short play in midfield. Latterly the Club's right wing, who had been proving very troublesome to the R.A. defence got away with a run and Lowe finished up a splendid sprint by passing into centre. Graham made no mistake and, with a fast shot which Goff was unable to beat, he scored the first point in the game. The Club's whole forward division showed very much improved form as time went on, and paid several visits to their opponents' territory in quick succession. Kyshe had one long but ineffective shot on the left. Next,

write a letter to the Nam Hoi magistrate requesting him to detain the tea. The woman's relations were repulsed by the doorkeeper when they attempted to see the French Consul, and are now hoping that a petition may be more efficacious.

SIR E. SATOW'S VISIT.

H. E. Sir Ernest Satow is in Canton to-day, and is staying with the English Consul. In the morning, visits were paid to the Viceroy, Governor, Hoppo and Tartar General, their return calls being received in the afternoon. A reception will be held this evening at the house of the Commissioner of Customs, H. E. leaves to-morrow for Hongkong.

POLICE COURT.

Saturday, 9th November.

BEFORE MR. J. H. KEMP, ACTING POLICE MAGISTRATE.

ALLEGED ATTEMPTED MURDER.

The hearing of the charge of attempted murder against Miguel Hilario Roxas was resumed.

Jose Timinez, agent for steam-launch builders in Manila, said he had known this defendant for one year. The document produced was written and signed by the defendant in witness's presence, and in the latter's house.

Inspector Hanson—"The document is put in for the purpose of showing that the defendant's character in August last was shady—just about the time Madame de Zarza suspected him of stealing her things."

His Worship—"I don't see that the first witness (Madame de Zarza) is in any way connected with this document."

Inspector Hanson—"It supplies a motive for the crime with which the defendant is charged."

His Worship was not inclined to admit the document as evidence, and finally decided to reject it. He was willing to adjourn the case and consider the matter further, however, if Inspector Hanson desired.

Inspector Hanson—"No, your Worship, I shall content myself by questioning the witness as to the defendant's character."

His Worship (to witness)—Not the character you yourself would give him, but the character he bears amongst those who know him.

Witness—"He bears a very bad character amongst the Filipinos in Hongkong."

The document referred to was a confession by the defendant that he had obtained from the wife of Mr. Timinez by false pretences the sum of \$200.

The defendant here made a statement to the effect that he was introduced to Madame de Zarza on the 18th of June at the Metropole Hotel. She invited him later to go with her to the house of Mr. Timinez, and he accepted the invitation. He was out with Madame de Zarza on Sunday, 7th July, and she left her purse in the chair in which she had been carried.

Mr. Xavier, proprietor of the Hongkong Printing Press, 1, Wyndham Street, gave evidence as to the good character borne by the defendant during the year witness had known him.

Rodolfo Roque, a Filipino student, residing at 22, Elgin Street, said he had seen the defendant in the company of a lady whom he believed was Madame de Zarza.

Inspector Hanson cross-examined, and in answer to his questions the witness said it was true that he formerly lived at 31, Elgin Street, in the same house with a man who lost a gold watch and chain worth \$250.

Inspector Hanson—"Was not the defendant about your house a good deal then?"

Witness—"Yes, he used to come during the day and went away at night."

Inspector Hanson—"Was he not suspected of having stolen that watch and chain?"

Witness—"I was told so."

Salustiano Borge, another Filipino friend of the defendant, said he once saw a lady in the latter's house at Wanchai, but the glance he had of her was a fleeting one, and he could not recognise the lady now.

Two letters which he said were from Madame de Zarza were put in by the defendant. He referred his Worship in particular to one of the letters, in which he was asked to meet Madame de Zarza at eleven o'clock at night.

An examination of the letter by Mr. G. V. Sales, the interpreter, showed that the words "at night" were not mentioned, nor was the word "meet" used. The letter simply asked the defendant to call at eleven o'clock in the forenoon to give Madame de Zarza her music lesson, as at that hour she would be disengaged.

The defendant wanted to make another statement as to the relations between himself and Madame de Zarza, but he was not allowed to do so by his Worship, telling him that he should have said all he desired to say when he made his former statement.

The hearing was adjourned till this forenoon at eleven o'clock, to enable the defendant to call another witness.

WANTED.

ON LOWER LEVEL (Robinson Road) or in Kowloon, a DWELLING-HOUSE containing SIX to EIGHT ROOMS, &c.

Apply to—C. I. E., Care of Daily Press Office, Hongkong, 5th November, 1901. [2311]

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Inspection is Solicited, Hongkong, 4th November, 1901. [2301]

H. F. CARMICHAEL, CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS—"CARMICHAEL," HONGKONG. A B C Code, 4th Edition. Lieber's Standard Code. Telephone, 232. Hongkong, 21st June, 1901. [1554]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES. SIEMSEN & CO. Hongkong, 14th February, 1901.

the right wing made a plucky attempt to increase the Club's lead. Lowe again led the attack. He made a ducking run up the wing, passed to Rutherford, who in his turn passed to Kyshe, by whom the ball was neatly netted. The goal was given off-side however. Half-time arrived without further points having been registered.

Half-time result—The Club, 1 goal; R.A., nil. On resuming, the Club forwards again took up their pressing tactics and scored another goal before many minutes had elapsed. Rutherford carried the ball down his wing in spite of the attentions of the R.A. halves and at close quarters passed to Graham, who banged it into the net. The R.A. were getting hardly any of the play though their right-wing had a few spasmodic breaks-away. These were entirely fruitless, however, and the Club continued to have the best of the game. Rutherford and Kyshe were playing in first-class combination, which soon resulted in another goal. Between them they ran the ball up the whole length of the field. Rutherford was downed at the goal-mouth, but Kyshe stepped into the breach and cleverly scored a third point for his side. Again and again the R.A. made ineffectual attempts to get within shooting distance. Morris and Hughes on the right played pluckily but were not properly fed by the half-backs. In the half-back division there was indeed a slackness all round, whereas the home halves were playing a magnificent game and being well supported by the backs. Bovan had practically nothing to do during the latter portion of the game, while Goff got several pacy shots to negotiate; one in particular by Lowe from the right wing the R.A. goalkeeper saved at the expense of a corner, which proved fruitless for the homesters. When the whistle blew at full time the Club were pressing round their opponents' goal.

Full-time result—The Club, 3; R.A., nil.

SPLIT.

OR

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Per Case of 100 Bottles ... \$7.50

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Per Case of 48 Bottles ... \$5.00

INTIMATION
NOTICE

The ANNUAL SESSION of HIS MAJESTY'S JUSTICES of the PEACE will be held in the JUSTICES' ROOM, at the MAGISTRATE, on FRIDAY, the 15th day of November, A.D. 1901, at 2.30 p.m., for the purpose of considering the undermentioned applications for Publican's and Adjunct Licences for the year 1901-1902:—

Name of Applicant.	Whether before licensed.	Description of Licence.	Sign of House.	Situation of House.	Previous History in each Case.	Remarks.
1. Joachim Gomes	Yes.	Publican's Licence	The International Hotel	Nos. 318 & 320, Queen's Road Central.	Has held a licence for about 33 years.	
2. Iyodor Silberman	"	"	The Globe Hotel	" 184	" for " 8 years.	
3. Isaac Samuel-Greenstein	"	"	The Central Hotel	" 322 & 324	" for " 24 years.	
4. Adolf Freiman	"	"	The Land We Live in Hotel	" 332 & 334	" for " 5 months.	
5. Heinrich Varrelmann	"	"	The Colonial Hotel	" 1 Jubilee Street	" for " 3 years.	
6. Mrs. Esther Oliver	"	"	The Western Hotel	" 90 & 91, Queen's Rd. West	" for " 4 years.	
7. Robert Walpole	"	"	The Travellers Hotel	" 12 & 13, Queen Victoria Street	" for " 4 months.	
8. Jas. Wm. Osborne	"	"	The Praya East Hotel	" 38 & 39, Praya East	" for " 10 years.	
9. Hans Jertrum	"	"	The Kowloon Hotel	Elgin Road, Kowloon	" for " 3 years.	
10. Luis Manoel Lobo	"	"	The German Tavern	Nos. 265 & 268, Queen's Rd. Central	" for " 6 months.	
11. Ismail Pilly Madar	"	"	The Stag Hotel	" 142	" for " 13 years.	
12. John Laseck	"	"	The New Victoria Hotel	" 20, Shaukiwan Road	Has held a licence for about 14 months.	
13. Harry Haynes	"	"	The Bay View Hotel	" 21, 23, 25, & 31, Queen's Road Central	Has held a licence for about 2 years.	
14. Alexander Murr	"	"	The Hongkong Hotel	" Central, & 1 & 3 Pedder's Street	" for " 13 years.	
15. Anne Melnitch	No.	"	The Peak Hotel	Rural Building Lot No. 77, the Peak	Has never held a licence before.	
16. Ricard J. Young	Yes.	"	The Criterion Hotel	Nos. 21 and 23, Pottinger Street	Has held a licence for about 1 year.	
17. William Krater	"	"	The Metropolitan Hotel	Nos. 304 & 306, Queen's Rd. Central	" for " 6 years.	
18. Antonio Feneasa	"	Adjunct Licence	The Shamrock & White Hotel	" 13, Queen's Road Central	" for " 3 years.	
19. Anthony Milroy	"	Publican's Licence	The Gleaner's House	" 187A, Praya West	" for " 2 years.	
20. Mrs. Matilda Moore	"	Adjunct Licence	The Sailor's Home	" No. 29, Wyndham Street	" for " 5 months.	
21. Mrs. Letitia Pyle	No.	"	Palham House	" No. 8, Lee House Street	Has never held a licence before.	
22. George Hogarth	"	Publican's Licence	The Waverley Hotel	" No. 8, Queen's Road Central	" for " 1 month.	
23. Hormasji Ruttonji	Yes.	"	Thomas Hotel	" No. 39, Elgin Road, Kowloon	" for " 1 month.	
24. The Queen's Hotel	"	"	The Queen's Hotel	" No. 39, Elgin Road, Kowloon	" for " 1 month.	

F. A. HAZELAND,
Police Magistrate.

Magistracy, Hongkong, 2nd November, 1901.

HOTEL

VICTORIA HOTEL,
SHAMBER, CANTON,
BRITISH CONCESSION.

GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA GRUZ, Manager.
Canton, 1st October, 1901. [2493]

TO LET

NO. 2, SEYMOUR ROAD, or WOODLANDS WEST.
Apply to—
S. B.
Care of Daily Press Office.
Hongkong, 6th November, 1901. [2528]

TO LET

FIRST FLOOR of GODOWN No. 1, NEW PRAYA, KENNEDY TOWN.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 6th November, 1901. [2523]

TO RENT—ON THE PEAK.

(Close to Tram Station).
A NICELY FURNISHED ROOM with Bath and Board in Private Family. Spacious View, and Very Healthy. First-class Table.
Address—
PEAK.
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET

OFFICES, Marine House, Queen's Road Central.
A ROOM on second floor, Beaconsfield Arcade.
The EYRIE, Peak; Furnished.
For Particulars, apply to—
TURNER & CO.
Hongkong, 7th November, 1901. [2585]

TO LET

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2502]

TO BE LET

NO. 8, ROBINSON ROAD.
Apply to—
H. L. NORONHA,
Executor of the Estate of the late D. NORONHA.
Hongkong, 14th October, 1901. [2605]

TO LET SHORTLY

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DESVIGUO ROAD CENTRAL, next to A. Tack's Furniture Store.
Ground Floors suitable for Shop. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
340, Des Vaux Road West.
Hongkong, 6th November, 1901. [2522]

TO LET

A NEWLY ERECTED HOUSE at the East of Race-course.
Apply to—
NG YUEN HING,
No. 9, Queen's Street, West Point.
Hongkong, 30th September, 1901. [2561]

TO LET

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LAM, CHAN and Co., now nearing completion. Suitable for Office.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 8th October, 1901. [2562]

TO LET

A HOUSE in RIPLEY TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [266]

TO LET

12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44, and 46, LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.
No. 3, Queen's Road West.
Hongkong, 5th October, 1901. [2548]

TO LET

3 ORMSBY VILLAS, KOWLOON. FIVE ROOMS, GARDEN and TENNIS COURT.
Apply to—
A. S. WATSON & CO., LTD.
Hongkong, 3rd October, 1901. [2761]

TO LET

NO. 1 STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET

EUROPEAN HOUSES, Nos. 1, 2, 4, 6, 7, and 8, WILD HILL, WANCHAI ROAD.
Apply to—
SANG KEE,
288, Des Vaux Road Central.
Hongkong, 29th October, 1901. [2753]

TO LET

6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, Po Hing Fong.
Apply to—
CHAU CHEUK FAN,
No. 8, Queen's Road West.
Hongkong, 18th October, 1901. [2642]

TO LET

"FERNSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [183]

TO LET

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.
For Particulars, apply to—
LAUTE, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET

GODOWN, No. 5A, DUDELL STREET
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

BOARD AND RESIDENCE

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE L'CAD.
Hongkong, 26th September, 1900. [2403]

COMFORTABLY FURNISHED

ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

THE NEW YORK PRESS.

The special correspondent who visited America lately on behalf of the Times, in connection with the funeral ceremonies of Ex-President McKinley, contributes the following interesting article to the London journal about the New York Press:—

"As I put my foot on the quay and landed in America from the Celtic I was accosted by an intelligent-looking young man, who raised his hat and said, 'Mr. —, I should be very glad to have your views on America.' With becoming modesty I explained that I should require at least 24 hours' residence before coming to a definitive opinion on the whole subject of his question. 'But at least,' he said, 'you must have been shocked by the news of the attempt upon our President.' I replied that I was naturally very much shocked at the outrage. The next morning in a leading journal of New York I read, in characters of a size which you will not allow me to reproduce, first my own name, then 'His first words on landing,' then 'His inexpressible horror at outrage on President,' and then followed about a third of a column in which on the whole I was generously treated, for it said much that I had not said it said nothing which I disagreed. On another occasion I was 'bagged' by an interviewer so dexterously that I think it should be recorded to his credit. He was an innocent and retiring young man; by a card he 'extended the courtesy of the New York'—and begged the honour of an interview.' I explained firmly but courteously that I had nothing to say and

could answer no questions. He said he was sorry, as that prevented him from asking the single question he had intended to ask. I reflected that one question which I was not bound to answer could do no harm, and my curiosity prompted me to ask him what it was. 'I had intended,' he said, 'to ask you whether you considered that the assassination of President McKinley was due to the collection of a crowd of Anarchists by Englishmen.' The supposition was so preposterous that I blurted out an indignant disclaimer before I realised that I had been caught out. I have no doubt that a startling account of the interview appeared the next day, and my only consolation is my firm conviction that that ingenious youth would have produced it even if I had said nothing, for the interviewer has often no hesitation in telling you with a frankness that has an almost irresistible charm that the interview has to be printed whether you contribute to it or not.

When it became known that at Buffalo I had been received by Mr. Roosevelt and the members of the Cabinet, the chase became fast and furious. I was assured more than once that I could secure a 'nice little sum,' either by reporting what they had said to me, or, if I felt any delicacy in the matter, by saying 'anything interesting that would occur to you.' I venture to think that those last words, 'anything interesting that would occur to you,' as 'probably,' furnish a key to a right understanding of the American Press.

The English journalist, whatever he may do, professes to be seeking after facts—the drier and duller those facts the more likely he is to get a reputation for depth and accuracy. He knows that if his statements prove incorrect he will be contradicted, and he knows that his editor does not like a contradiction of what appears in his column. He has, moreover, a healthy fear of the law of libel, which tends to curb even exaggeration. As a result his imaginative powers are allowed no play; they get blunted for want of use, and perhaps this is why the English journalist is regarded as something of a bore, who requires facts, and who is not to be put off with vague generalities.

His American brother lives in an entirely different atmosphere, and is therefore an entirely different product. He is not required to concern himself overmuch with facts—at most they are pegs on which to hang a general conversation. He just sustains and directs the conversation, but indulges in no Socratic cross-examination. He will accept any reason you give him, or invent it for you if you have none. If you have no ideas he has plenty, and he puts them into your mouth with no foolish reservation of copyright. If he makes you talk nonsense it is generally interesting nonsense, for with much practice he gets to know what he thinks you ought to say even if you do not say it. His object and his editor's object is to make his paper interesting. 'We publish a daily paper and not a daily encyclopedia,' said one of them. The American journalist has to supply copy, and the three requisites, as quoted to me by a very intelligent reporter, are (1) that it shall be good reading; (2) that it shall be connected with some individual or event of note; (3) that it shall be probable. Within those limits the field may be all his own. In some way or other he becomes prominent; he must be made to speak. He is dull and sententious; he must be made interesting. He knows or will say nothing on the subject upon which he is questioned; he must be made to express strongly what would probably be his view if he had any. The next day the man interviewed may wish to deny all he has been made to say. Nothing is easier; the same or another reporter of the same or another paper is at his disposal. He wants perhaps merely to deny the previous interview; he would be a poor journalist who confined himself to that. He is made to express opinions diametrically opposed to those he expressed yesterday; the same paper will publish the two, will make an attempt to reconcile them, no apology, and the public may choose between two versions, whichever it thinks the more probable. As a matter of fact the public reads both, is amused by both, and attaches no value to either.

Least this should appear exaggerated, let me give two recent instances.

Immediately after the President's death interviews appeared with four of the doctors who had attended him. Each discussed with perfect freedom the opinions of the others. On every point but one they all disagreed, not only on purely medical points but on questions of fact. The interviews were recorded with inverted commas, and in one particular instance the doctor was made to insist on having the words taken down literally. Two days later the same papers published a letter signed by the four doctors jointly denying that such interviews ever took place, and stating that they were all agreed the interviews were imaginary or the doctor imaginary. We can never know because they both, so far as the public is concerned, rest on the same evidence. The same papers published both and offer no explanation, apology, or excuse. They were both interesting to read. That is all.

Similarly, some papers published a statement by the President giving his reasons why Mr. Secretary Taft would retire, and the same papers published the next day a statement by the President giving his reasons why the whole Ministry would remain. Were both true or

both false, or which was true? There is no means of knowing. No comment is made either by the papers publishing, or by their rivals, on the contradiction. Except by going to headquarters oneself in each individual case I know of no way by which to procure trustworthy news in the city which produces more newspapers than any other.

This style of journalism may not commend itself to Englishmen, but it is not wholly to be despised, and seeing that there is some tendency to Americanise the English Press it is worth trying to ascertain its origin. I believe myself though I speak with diffidence—that it is the result of a reaction from a worse type of journalism, and that the better portion of the American Press is on the road to improvement.

In America the Press is distinctly a commercial enterprise. It is printed to sell, and success is measured by its sales, and its sales alone. A very much larger number buy newspapers than in England. The interest of the masses in politics (State, Federal and Imperial) is much larger. The intelligence of the masses is much higher, and they are much more apt to form their own opinions from facts given to them than, as in England, to take them ready-made from their papers. As a result the news portion of the paper is a far more important feature than the editorial. 'The news editor,' as he is called, is really far more important than the political editor or leader-writer. It is the news editor who has to make the paper readable to the masses who buy, while the editor is merely a sort of Greek chorus.

Formerly the news editor was expected to collect and publish such items of sensational news as told on the side which the political editor supported. Anything inconvenient to those views was suppressed (as it is to-day in most of the French Press); but the importance of the news editor has grown; the necessity of giving both sides of a question has been recognised as an act of policy if not of justice, and the news editor has come to be independent of the political views of his editor. That is a distinct advance, but the result has been that the editor, who in England is responsible for the whole paper, who gives to it its tone and character, who is the guardian of its consistency and reputation, exercises in America no such control over the news portion of the paper. If his own reporter is declared a liar he prints the declaration without comment, and considers that he has proved the impartiality of his journal. The individual character of a paper, as we understand it in England, is hardly known in America; for though many papers have their very strongly marked characteristics they apply to the editorial portion of the paper only, and the most sober, temperate, and statesmanlike leading articles appear side by side with the wildest, most sensational, and contradictory news.

But that the American Press is improving and is bound to improve cannot I think be doubted by any one who has come in contact, as I have done, with the men who make it. However much one may differ from their standpoint or deprecate their methods, it is impossible to deny their quick intelligence and breadth of view or the thorough earnestness and uprightness of purpose by which the conduct of the Press are actuated; while on that which makes a Press greater in independence and incorruptibility—financial, political, or social—the American can compare on equal terms with the English Press.

Hitherto I have been speaking only of the better class of the New York Press; there is another class of which it is difficult to write in language which you would admit in your columns. It is that yellow Press the apostle of which boasts up, and I believe with truth, that it is the guardian of the largest number of readers. A faithful description of it would hardly be believed in England; it is, I am glad to hope, becoming discredited in America. The yellow journalist would appear to combine the qualities of the area sneak, the blackmail, and the chucker-out. The best epitaph upon him may perhaps be quoted from Macaulay on Barère:—'Whatever things are false, whatever things are dishonest, whatever things are unjust, whatever things are impure, whatever things are hateful, whatever things are of evil report, if there be any vice, and if there be any infamy, all those things are blended yellow journalism.'



If you want your Boots well polished, tell your Valet or the Maid to ask for **WALTON'S BOOT CREAMS** and **VARNISHES**.
WALTONIAN CREAM WHITE & BLACK
JANUE MOSCOVITE TAN—3 SHADES.
PARISIAN DRESS-BOOT POLISH.
Order from Stores or Wholesale to—
JOHN WALTON (PARIS).
MANUFACTURER,
178, SHAFESBURY AVENUE, LONDON. [2752]

CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

Morrises:

A Merry Christmas and a Happy New Year
Plenty chances, large gain;
Dollar come all same rain
Wishing you Happiness and Longevity
Success Crown your Undertakings
My chin chin in Hongkong
Makoo you happy and strong
Everything as you wish

新禧賀恭
財發喜恭
長久壽福
遂順事諸
健力壯身
意如事事

FOR SALE AT

MESSRS. KELLY & WALSH, LD. MESSRS. KRUSE & CO.
MESSRS. W. BREWER & CO. MESSRS. ACHEE & CO.
AND OTHER STORES. [2712]

RUPTURE RELIEVED AND OFTEN CURED BY THE USE OF OUR PATENT TRUSS INVENTION.

The Lancet, October 3rd 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."
British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."
Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

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GREGRECKE & CO. 19 and 20, FEATHERSTONE STREET, LONDON, E.C. ESTABLISHED NEARLY A QUARTER OF A CENTURY.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

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MANUFACTURERS OF SAUCES & DELICACIES.

WHOLESALE EXPORTERS OF CONTINENTAL AND COLONIAL PRESERVED PROVISIONS, AND DRIED FRUITS, VEGETABLES, &c. (BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN POULTRY, EGGS, BUTTER, AND FARM PRODUCE.

SHIPPING SUPPLIED. CORRESPONDENCE SOLICITED. [2750]

NESBIT & CO., WOODFORD GREEN, ESSEX.

ELECTRICIANS.

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DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.

NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]

[1879-3]

[1735]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR WHICH APPLY TO	TO BE DESPATCHED
LONDON	NESTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
LONDON VIA MARSEILLES	SOCOTRA	Brit. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON &c. VIA PORTS OF CALL	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
LONDON	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON	ACHILLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	CLAUDE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th December.
LONDON	DEUCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	EXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES & LONDON &c. VIA SINGAPORE &c.	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES &c. VIA PORTS OF CALL	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
PARMEN. VIA PORTS OF CALL	ANNAM	Fr. str.	2 m.	Seller	MESSAGERIES MARITIMES	On 18th inst. at 1 P.M.
HAVRE, BREMEN & HAMBURG	KIAUTSCHOU	Ger. str.	2 m.	Lunenschloss	MELCHERS & CO.	On 13th inst. at Noon.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Porek	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG	MAREVA	Ger. str.	2 m.	Zacharise	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borck	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	NUEBERG	Ger. str.	2 m.	Brohmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
TRISTE VIA SINGAPORE &c.	MARQUIS BACQUEHEM	Ans. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	1 m.	Blaffer	SANDEE, WIELER & CO.	On 16th inst. p.m.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF INDIA	Brit. str.	2 m.		DODWELL & CO., LIMITED	On or about 15th inst.
VICTORIA, B.C. & Tacoma via SHANGHAI &c.	ATHENIAN	Brit. str.	2 m.	O. P. Marshall, R.N.R.	SHAW, TOMES & CO.	To-morrow, at 10 A.M.
VICTORIA (B.C.) & Seattle via SHANGHAI &c.	CLAUVERING	Brit. str.	2 m.	M. Morvat, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst. at Noon.
PORTLAND (O.) & Tacoma via SHANGHAI &c.	TOKA MARU	Jap. str.	2 m.	E. J. Barker	CLAUVERING & CO.	On 4th inst.
SAN DIEGO &c. VIA MOJIL &c.	KNIGHT COMPANION	Brit. str.	2 m.	S. J. G. Parsons	DODWELL & CO., LIMITED	On 16th inst.
AUSTRALIAN PORTS.	THYRA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 18th inst. at 4 P.M.
AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th inst.
AUSTRALIAN PORTS.	GUTHRIE	Brit. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On 20th December.
KOBE	KAMAKURA MARU	Jap. str.	2 m.	H. Fraser	BUTTERFIELD & SWIRE	On 11th inst.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	E. W. Haswell	GIBB, LIVINGSTON & CO.	On 21st inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 22nd inst. at 4 P.M.
TIENTSIN	NARAHANG	Brit. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 13th inst. at Noon.
SHANGHAI	LYNMOON	Ger. str.	2 m.	Th. Lehmann	BUTTERFIELD & SWIRE	On 20th inst. at Noon.
SHANGHAI	CHUSAN	Brit. str.	2 m.	Marochino	SIEMSEN & CO.	On 16th inst.
SHANGHAI	JAVA	Brit. str.	2 m.	C. L. Daniel	SANDEE, WIELER & CO.	To-day, at 5 P.M.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at 3 P.M.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	P. & O. S. N. Co.	On or about 23rd inst.
ANPING VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	BUTTERFIELD & SWIRE	On or about 7th Dec.
TAMUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	K. Sobajima	MITSUBI BUSSAN KAISHA	To-morrow.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	2 m.		MITSUBI BUSSAN KAISHA	On 20th inst. at Daylight.
MANILA VIA AMOY	DIAMANTE	Brit. str.	2 m.	J. Ransbury	BUTTERFIELD & SWIRE	On 13th inst.
SINGAPORE & BOMBAY	MAGAZON	Brit. str.	2 m.	G. W. Cookman, R.N.R.	SEW & TOMES & CO.	On 18th inst.
BOMBAY VIA SINGAPORE & PENANG	BISAGNO	Ital. str.	2 m.	Brusca	P. & O. S. N. Co.	On 13th inst. at 5 P.M.
					CARLOWITZ & CO.	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
Nov. 8, CHANGSHA, British str., 1,453, Thomas Moore, Kobe via Fochow 1st November, General.—BUTTERFIELD & SWIRE.
Nov. 8, HAILAN, French str., 377, Anderson, Pakhoi and Hoihow 6th Nov. General.—A. R. MARTY.
Nov. 8, UCTA, British transport, 3,450, R. W. Gimblett, Taku 3rd November.—ADMIRALTY.
Nov. 9, CHEANG HOCK KIAN, Dutch str., 1,019, Maximilian, Singapore 1st Nov. General.—CHINESE.
Nov. 9, LUIS, German gunboat, from Canton.
Nov. 9, LEXEMAN, German str., 1,238, Lohmann, Canton 8th November, General.—SIEMSEN & CO.
Nov. 9, MAIDZURU MARU, Japanese str., 607, T. Saitan, Taiwan 6th Nov. General.—M. B. KAISHA.
Nov. 9, TAICHOW, German str., 362, W. Behr, Bangkok 2nd Nov. General.—BUTTERFIELD & SWIRE.
Nov. 10, AFRIDI, British str., 2,354, Golding, Liverpool 26th Sept. and Singapore 3rd Nov. General.—DODWELL & CO., LTD.
Nov. 10, APENSADE, German str., 611, Lorenzen, Haiphong 7th Nov. and Hoihow 9th, General.—JESSEN & CO.
Nov. 10, CLAUDE, British str., 3,519, Barr, Singapore 4th Nov. General.—BUTTERFIELD & SWIRE.
Nov. 10, GLOUCESTER CITY, British str., 1,419, Nilsen, Saigon 4th Nov. Rice and Rice flour.—ORDER.
Nov. 10, HAICHING, British str., 1,276, W. Davis, Fochow 7th Nov. Amoy 8th and Swatow 9th, General.—DOUGLAS LAPELLE & CO.
Nov. 10, PERLA, British str., 1,286, McArthur, Manila 6th November, General.—SHEWAN, TOMES & CO.
Nov. 10, PRITSANULOK, German str., 1,267, R. Hing, Bangkok and Kohsichang 2nd Nov. General.—BUTTERFIELD & SWIRE.
Nov. 10, PROGRESS, German str., 687, Meyer, Tournon 7th Nov. General.—SIEMSEN & CO.
Nov. 10, WHAMPOA, British str., 1,109, Laver, Canton 10th Nov. General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At THE HARBOUR MASTER'S OFFICE.
9th November.
Cheung Hock Kian, Dutch str., for Amoy.
Dajin Maru, Japanese str., for Swatow.
Hermann Menzel, German str., for Saigon.
Hongkong, French str., for Hoihow.
Laisang, British str., for Singapore.
Lemox, British str., for Yokohama.
Meduff, British str., for Calcutta.
Michael Jelen, German str., for Haiphong.
Ness, British str., for Moji.
Shantung, British str., for Saigon.
Telmachus, British str., for Swatow.

DEPARTURES.

9th November.
COROMANDEL, British str., for Europe.
HIROSHIMA, Maru, Japanese str., for Bombay.
KAIPONG, British str., for Hoihow.
LAISANG, British str., for Calcutta.
OROSKAY, British str., for Shanghai.
RECORDE, British str., for Singapore.
YIZHANG, British str., for Canton.
10th November.
BALIABAT, British str., for Shanghai.
DAIJIN MARU, Japanese str., for Tamsui.
HERMANN MENZEL, German str., for Saigon.
LEMOX, British str., for Yokohama.
MACDUFF, British str., for Calcutta.
NESS, British str., for Moji.
PEKIN, British str., for Shanghai.
TELMACHUS, British str., for Swatow.

VESSELS IN DOCK.

8th November.
KOWLOON DOCKS.—Canton River, Eleano, H.M.S. Argonaut, H. J. Abrecht, Kwangtung, Tacoma, Hans Menzell, Hengshian, Naohow, P. C. C. Kao, Oro, Chelidra.

SHIPPING REPORTS.

The British steamer *Glaucus*, from Singapore 4th inst., had strong monsoon and heavy sea.
The Dutch steamer *Cheong Hock Kian*, from Singapore 1st inst., had strong N.E. monsoon and high sea.
The German steamer *Tschow*, from Bangkok 2nd inst., had the weather, N.E. wind and heavy N.E. swell.
The British steamer *GloUCESTER CITY*, from Saigon 4th inst., had very strong N. and N.E. winds with heavy seas.

The British steamer *Perla*, from Manila 6th inst., had strong to moderate N.W. gales and heavy seas throughout.
The German steamer *Pittendok*, from Bangkok and Kohsichang 2nd inst., had fine weather, moderate N.E. wind and heavy N.E. swell.
The British steamer *Haiching*, from Fochow 7th inst., Amoy 8th and Swatow 9th, had fresh N.E. monsoon and moderate seas with fine, clear weather throughout. Vessels in Fochow: *Str. Priching*, in Amoy—*Str. Claverdale*, *Victoria Prima*, *Lokang*, *Hipsang*, *Charterhouse* and one Japanese man-of-war. In Swatow—*Str. Hipsang*, *Neuchuang*, *Tientsin*, *Dagmar* and one Chinese man-of-war.

VESSELS ON THE BERTH

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to TSINGTAU, HINGHANG and HANKOW.)
THE Steamship
"LYNMOON".
Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 11th inst., at 5 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 8th November, 1901. [2538]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI.
"CARINTHIA".
Captain Marochino, will leave for the above places TO-MORROW, the 12th inst., at 3 P.M.
This Steamer has splendid accommodation for Passengers. Electric light. A Doctor is carried.
For Freight or Passage, apply to
SANDEE, WIELER & CO.,
Agents.
Hongkong, 7th November, 1901. [6]

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTONI-UNITED COMPANIES).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MENAHA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BISAGNO".
Captain Brusca, will be despatched as above on WEDNESDAY, the 13th November, at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st October, 1901. [7]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
DUDEROE, British ship, A. Low.—Carlowitz & Co.
OSBERGA, British barque, DENEMORE.—ORDER STATE OF MAINE, American ship, Colcord.—Standard Oil Co.
W. H. CONNER, American ship, Colcord.—Standard Oil Co.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).
"EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.
"ATHENIAN", 3,882 Tons, Capt. H. Mervat, R.N.R., WEDNESDAY, 4th Dec., 1901.
"EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec., 1901.
"EMPEROR OF CHINA", Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which serve daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and facilities are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.
In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.
Hongkong, 1st October, 1901. [10]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALITIC PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	SAILING DATES
SEGOVIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Porek	(Calling at Singapore and Penang)	
MAREVA	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharise	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Capt. Borck	(Calling at Singapore and Penang)	
SERBIA	HAVRE & HAMBURG	On 23rd Dec. Freight.
Capt. Eberle	(Calling at Singapore and Colombo)	
NUEBERG	HAVRE & HAMBURG	On 6th Jan. Freight.
Capt. Ammon	(Calling at Singapore and Penang)	
STRASSBURG	HAVRE & HAMBURG	On 13th Jan. Freight.
Capt. Madsen	(Calling at Singapore and Colombo)	
SAMBIA	HAVRE & HAMBURG	On 28th Jan. Freight.
Capt. Schmidt	(Calling at Singapore and Penang)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.
Hongkong, 4th November, 1901. [1051]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KUMANO MARU	KOBE (DIRECT).	WEDNES, 13th November, at Noon.
E. W. Haswell	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 15th November, at Daylight.
KAMAKURA MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJIL, KOBE & YOKOHAMA.	MONDAY, 18th November, at 4 P.M.
H. Petersen	NAGASAKI, KOBE and YOKOHAMA.	WEDNES, 20th November, at Daylight.
TOKA MARU	HAMA and MELBOURNE, via SYDNEY and BRISBANE.	FRIDAY, 22nd November, at Noon.
S. J. G. Parsons	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
KANAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
J. Mackenzie	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
N. Tate	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.
H. Fraser	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 22nd November, at Noon.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

Hongkong, 23rd October, 1901. A. S. MIHARA, Manager. [13]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAUVERING	3,398	J. Barker	November 16th
BRAMAR	3,601	W. Wab	November 25th
WYFIELD	3,235	G. Carmer	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, \$52.
Excellent accommodation. First-class Table. Doctors and Stewards carried. Passengers to EUROPE may proceed by the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, \$48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, \$28.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 2nd October, 1901. [11]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE and BOMBAY	MAGAZON	About 14th November	Freight only.
LONDON VIA MARSEILLES	G. W. Cookman, R.N.R.	16th November	Freight only.
LONDON &c.	SOCOTRA	23rd November	See Special Advertisement.
SHANGHAI	G. W. Babot, R.N.R.	23rd November	Freight or Passage.
SHANGHAI	PARRAMATTA	23rd November	Freight or Passage.
	R. T. Cook, R.N.R.	23rd November	Freight or Passage.
	CHUSAN	23rd November	Freight or Passage.
	C. L. Daniel	23rd November	Freight or Passage.
	JAVA	23rd November	Freight or Passage.
	G. W. Gordon, R.N.R.	23rd November	Freight or Passage.

(Calling at Penang and Colombo if sufficient inducement offers).
PASSENGER SEASON 1902.
For MARSEILLES, PLYMOUTH and LONDON DIRECT..... \$284 Tons. 25th March.
WITHOUT TRANSHIPMENT..... MALTA..... 604 Tons. 12th April.
For Further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANTE, BLACK SEA and BALITIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON and SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES in RUSSIA.

STEAMERS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
STUTTGART	WEDNESDAY 27th November.
STUTTGART	WEDNESDAY 11th December.
KONIG ALBERT	WEDNESDAY 25th December.
PRINZESS IRENE	WEDNESDAY 8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY 22nd Jan. 1902.
PREUSSEN	WEDNESDAY 5th Feb. 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 19th Feb. 1902.
SACHSEN	WEDNESDAY 5th Mar. 1902.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 19th Mar. 1902.
STUTTGART	WEDNESDAY 2nd Apr. 1902.
STUTTGART	WEDNESDAY 16th Apr. 1902.
KONIG ALBERT	WEDNESDAY 30th Apr. 1902.
PRINZESS IRENE	WEDNESDAY 14th May 1902.
PRINZ HEINRICH	WEDNESDAY 28th May 1902.
PREUSSEN	WEDNESDAY 11th June 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 25th June 1902.

ON WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain Lunenschloss, with MAILED PASSENGERS, SEECIE and CARGO, will leave this Port as above, CALLING at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"IXION"	On 13th November.		
GLASGOW and LIVERPOOL	"DEUCALION"	On 25th November.		
GLASGOW and LIVERPOOL	"PELEUS"	On 8th December.		
GLASGOW and LIVERPOOL	"PATROCLUS"	On 15th December.		
TO	HOMEWARDS	STEAMERS	FROM	DATE
LONDON	"NESTOR"	On 12th November.		
LONDON	"MACHAON"	On 28th November.		
LONDON	"ACHILLES"	On 10th December.		
LONDON	"GLAUCUS"	On 24th December.		
LONDON	"DEUCALION"	On 7th January.		
LONDON	"PELEUS"	On 21st January.		
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.		
LIVERPOOL DIRECT	"IXION"	On 15th December.		
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.		

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO
PORT DARWIN, THURSDAY	"CHANGSHA"	On 11th November.
ISLAND, COOKTOWN, TOWNS-		
VILLE, BRISBANE, SYDNEY		
AND MELBOURNE		
NINGPO and SHANGHAI	"WHAMPOA"	On 12th November.
TIENTSIN	"NANCHANG"	On 16th November.
BAMARANG and SOERABAYA	"SHANTUNG"	On 18th November.

* The attention of Passengers is directed to the superior accommodation offered by this steamer, which is fitted throughout with Electric Light. A daily qualified Surgeon is carried.

† The ss. Changsha will not call at Manila.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th October, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 13th November.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st October, 1901.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
"RICHMOND CASTLE" About 16th Nov.
"KURDISTAN" About 30th Nov.
"LENNOX" About 13th Dec.
"ORONISAY" About 21st Dec.

"HILLEN" To follow.
"LOWTHER CASTLE" To follow.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 6th November, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES

PAQUEBOTS-POSTES FRANÇAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLE, MEDITERRANEAN
AND BLACK SEA PORTS.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th November, 1901,
at 1 p.m., the Company's Steamship
"ANNAM", Captain Seller, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via ports of call,
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles and accepted in
transit, through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 5 p.m.
Specie and Parcels until 3 p.m. on the 17th
November. (Parcels are not to be sent on board
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

P. DE CHAMPEMOIN,
Acting Agent.

Hongkong, 6th November, 1901.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queens-
land Ports, and taking through
Cargo to Adelaide, New Zealand,
Tasmania, etc.)

THE Steamship
"GUTHRIE"
Captain McArthur, will be despatched for the
above ports on THURSDAY, the 21st Novem-
ber, at Noon.

This well-known Steamer is especially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a daily qualified Surgeon
are carried.

Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th October, 1901.

VESSELS ON THE BERTH
PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND NAVI-
GATION COMPANY.

Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.

THE Steamship
"KNIGHT COMPANION"
will be despatched for Portland (Or.) on or
about 14th November, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent.

Hongkong, 30th October, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOH VIA SWATOW AND
AMOY.

THE Company's Steamship
"ANPING MARU"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 20th
November, at Noon.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 7th November, 1901.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with Impe-
rial Steam Navigation Co.'s fortnightly
service hence to CALCUTTA. Sailings from
Calcutta for Cape Ports every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO. LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"BALLAARAT"
FROM LONDON, PORT SAID, SUEZ,
COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns at Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex ss. Britannia.
From Australia, ex ss. China.
From Calcutta, ex ss. Soudan.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. TO-MORROW, 9th inst.

Goods not cleared by the 15th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

E. A. HEWITT,
Superintendent.

Hongkong, 8th November, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND
STRAITS.

THE Company's Steamship
"OOPACK"
having arrived from the above ports, Con-
signees of Cargo are hereby informed that
their Goods are being landed and placed at
their risk in the Hongkong and Kowloon
Wharf and Godown Company's Godowns at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can be
obtained as soon as the Goods are landed.

Goods not cleared by the 12th instant, at
Noon, will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO-DAY, the 6th inst.

DODWELL & CO. LTD.,
Agents.

Hongkong, 6th November, 1901.

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SUEVIA"
Captain Borch, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Underigned and to
take immediate delivery of their Goods from
alongside.

THIS STEAMER BRINGS ALSO THE
NEW YORK CARGO EX H.A.L. STEAM-
SHIP "ATHESIA" TRANSHIPED AT
SINGAPORE.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY, the 7th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 14th instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 7th November, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "CLAVERING"
FROM TACOMA, VIADIVOSTOCK,
AND PORT ARTHUR.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignat-
ure, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO. LIMITED,
Agents.

Hongkong, 8th November, 1901.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ORONSAY"
FROM NEW YORK, STRAITS AND
MANILA.

CONSIGNEES of Cargo are hereby in-
formed that all Goods being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 13th instant, will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Underigned on or before the
16th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO. LD.,
Agents.

Hongkong, 7th November, 1901.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from Bordeaux
ex ss. Ville de Rochefort in connection
with above Steamer, are hereby informed
that their Goods, with the exception of
Opium, Treasure and Valuables, are being landed
and stored at their risks into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence de-
livery may be obtained immediately after land-
ing. Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M. TO-DAY, the 6th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Underigned. Goods remaining undelivered after
WEDNESDAY, the 13th instant, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 15th inst., or they will not be recognised.

All damaged packages will be examined on
WEDNESDAY, the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMOIN,
Acting Agent.

Hongkong, 6th November, 1901.

NAVIGAZIONE GENERALE
ITALIANA

(FLORIO & RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship
"BISAGNO"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their Goods are being landed at their risk
into the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, whence de-
livery may be obtained. Perishable Goods to
be taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 6th November, 1901.

MITSE BISHI DOCKYARD
AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 323 feet.
Length on Blocks... 515 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 264 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL,
CHADWICK KEW
(LATE OF POATR & NOBLE).
Hongkong, 15th September, 1899.

INSURANCES

PHENIX FIRE OFFICE

The Underigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LARPAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

AACHEN and MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Underigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th May, 1892.

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838).

THE Underigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901.

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents.

Hongkong, 16th November, 1892.

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900,
£14,732,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID UP CAPITAL... 897,500 0 0
II. FUND... 2,833,716 14 4

The Underigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 3rd July, 1901.

SALAMANDER FIRE INSURANCE
COMPANY.

THE Underigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Underigned AGENTS of the above
Company are PREPARED TO ACCEPT RISKS
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Hongkong, 29th May, 1895.

GOLD MEDAL,
Health Exhibition, London.

The British Medical Journal says—
"Benger's Food" has by its
excellence established a
reputation of its own."

The Lancet says—
"Mr. Benger's
admirable
preparation."

The London Medical
Record says—
"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in
England for many years in the rearing of infants, and by those whose digestive powers have been
weakened by illness or age. It may now be obtained in sealed tins of Chemists, &c., throughout the
Colonies and Abroad, and will prove a boon to Mothers and Nurses.

WHOLESALE OF ALL WHOLESALE HOUSES.

DINNEFORDS

The Universal Remedy for Acidity of the Stomach,
Headache, Heartburn, Indigestion, Sour Eructations,
Bilious Affections.

DINNEFORDS MAGNESIA

Sold throughout the World.

N.B.—ASK FOR DINNEFORDS' MAGNESIA.

THEOD

